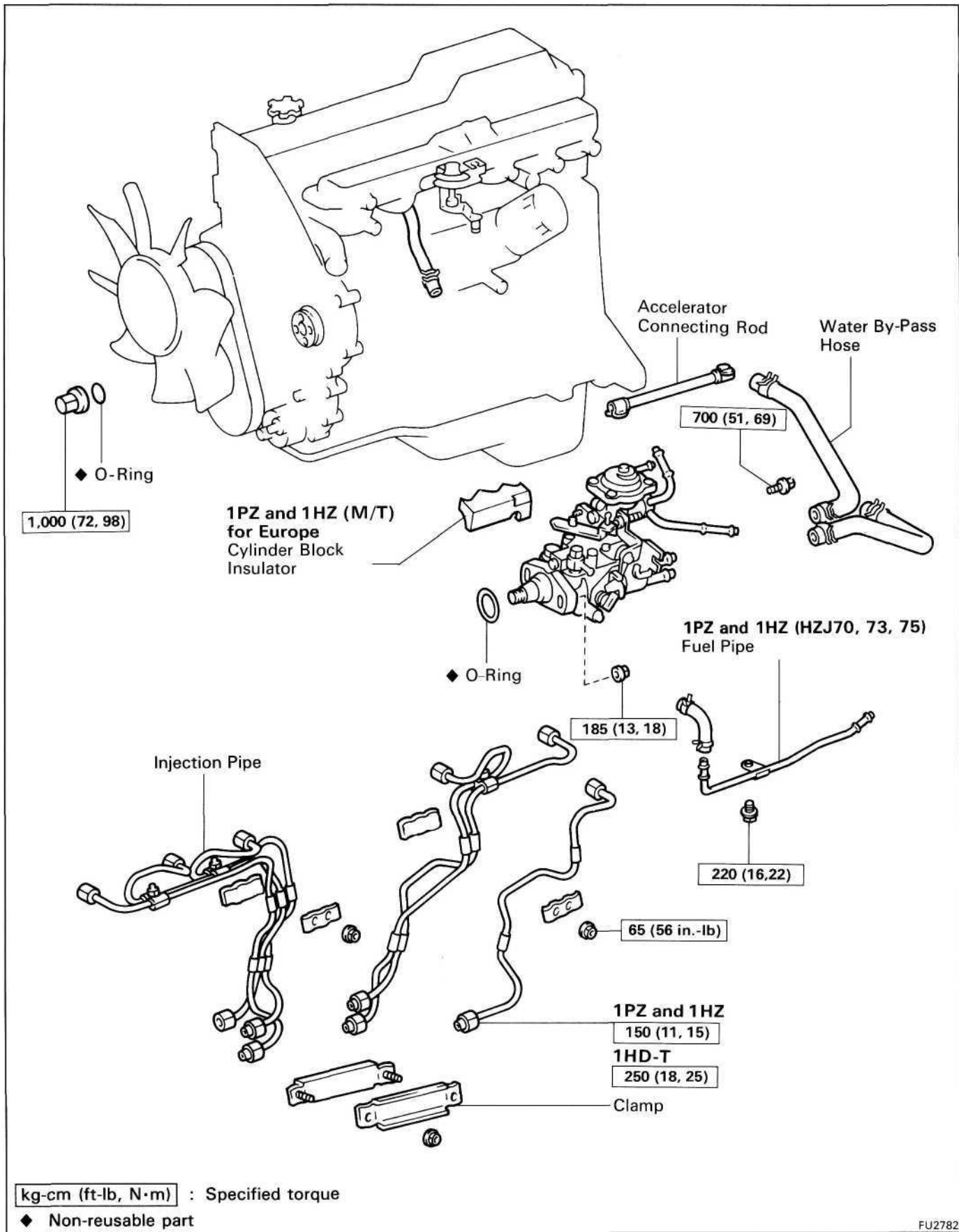
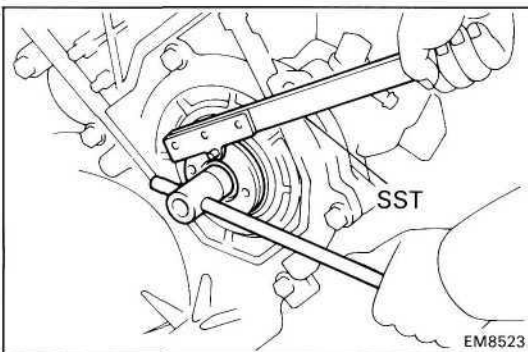


INJECTION PUMP

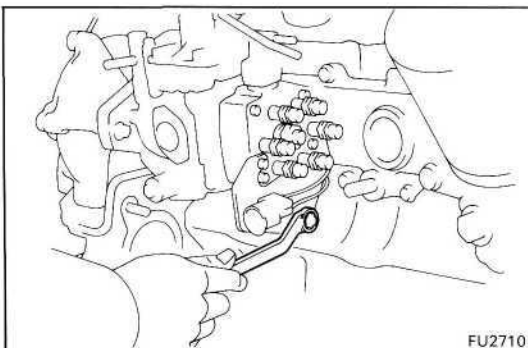
REMOVAL OF INJECTION PUMP



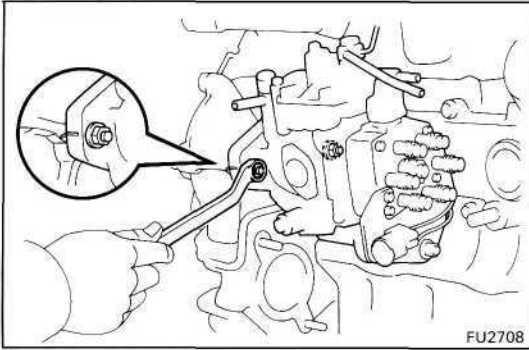
1. (w/ACSD)
DRAIN COOLANT (See page CO-5)
2. REMOVE TIMING BELT
(See steps 1 to 3 on pages EM-33 to 34)
3. REMOVE NO.2 CAMSHAFT TIMING PULLEY
(See step 5 on pages EM-34)
4. DISCONNECT ACCELERATOR CONNECTING ROD
5. (A/T)
DISCONNECT THROTTLE CABLE
6. (w/ A/C)
DISCONNECT A/C IDLE-UP VACUUM HOSE
7. (w/ ACSD)
DISCONNECT WATER BY-PASS HOSES FROM THERMO WAX
8. DISCONNECT INJECTION PUMP CONNECTOR
9. DISCONNECT FUEL HOSES FROM INJECTION PUMP
10. (1HD-T)
DISCONNECT BOOST COMPENSATOR HOSE
11. (w/PCS)
DISCONNECT PCS VACUUM HOSE
12. (w/BACS)
DISCONNECT BACS VACUUM HOSE
13. REMOVE INJECTION PIPES
(See step 2 on page FU-9)



14. REMOVE INJECTION PUMP
 - (a) Using SST, remove the injection pump drive gear set nut.
SST 09330-00021



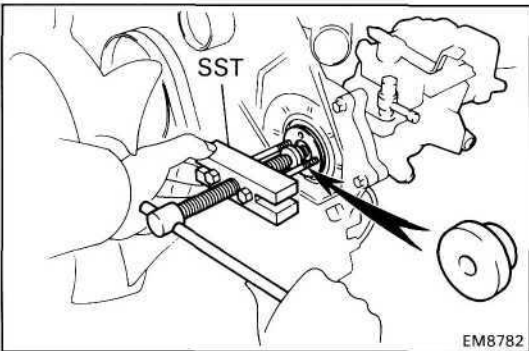
- (b) Remove the bolt holding the injection pump to pump stay.



(c) Before removing the injection pump, check if the period lines are aligned.

If not, place new matchmarks for reinstallation.

(d) Remove the two nuts holding the injection pump to the timing gear case.



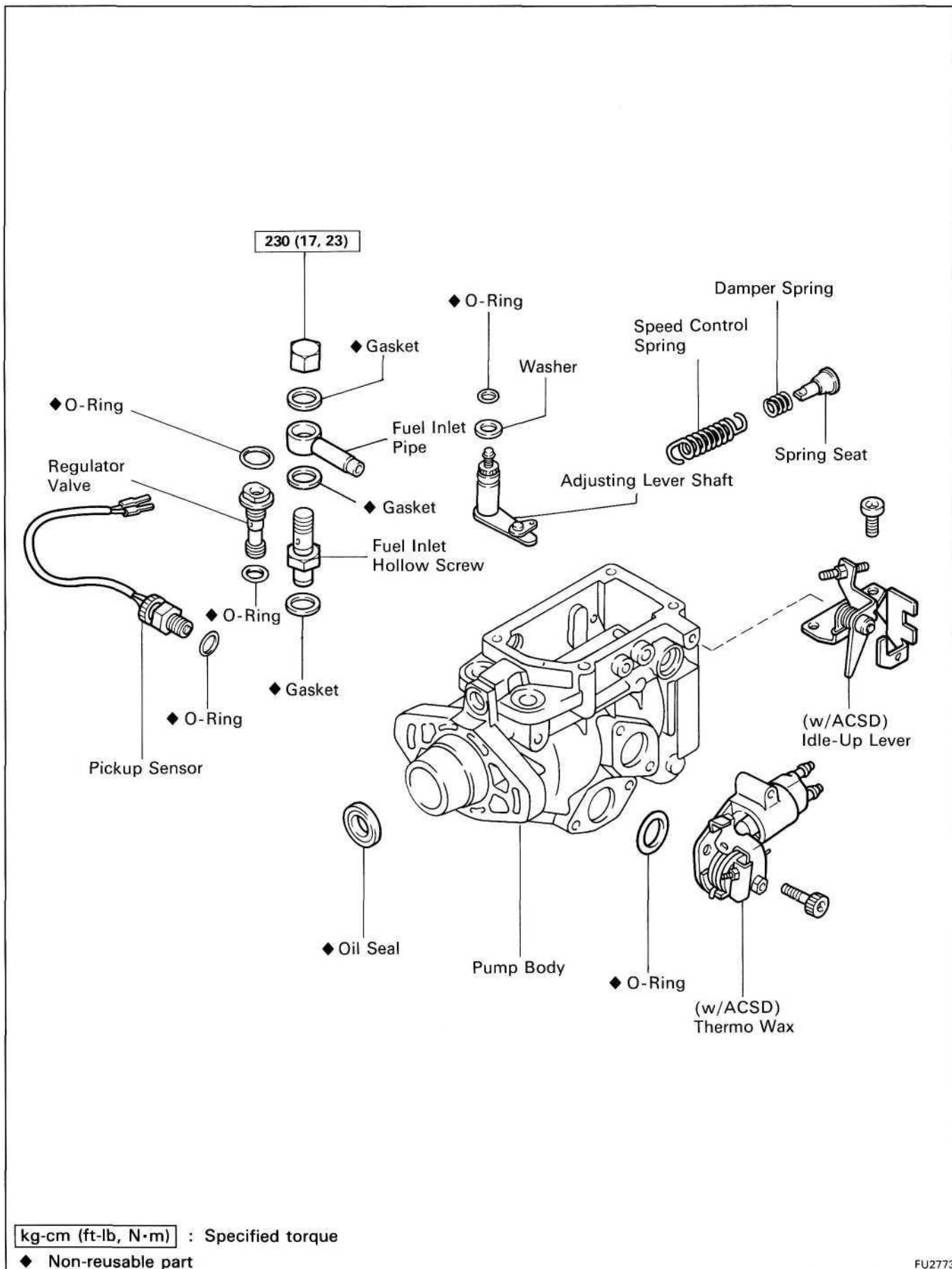
(e) Using SST, remove the injection pump.

SST 09213-60017 (09213-00020, 09213-00030, 09213-00060) and 09950-20017

NOTICE:

- Tighten the two bolts more than 8 mm (0.31 in.).
 - Set SST so that it is balanced.
 - Do not hold or carry the injection pump by the adjusting lever.
 - Do not put the injection pump (with HAC, or for the 1 HD-T) at an angle more than 45° from the horizontal.
- (f) Remove the cylinder block insulator (1 PZ and 1 HZ (M/T) for Europe).
- (g) Remove the O-ring from the injection pump.

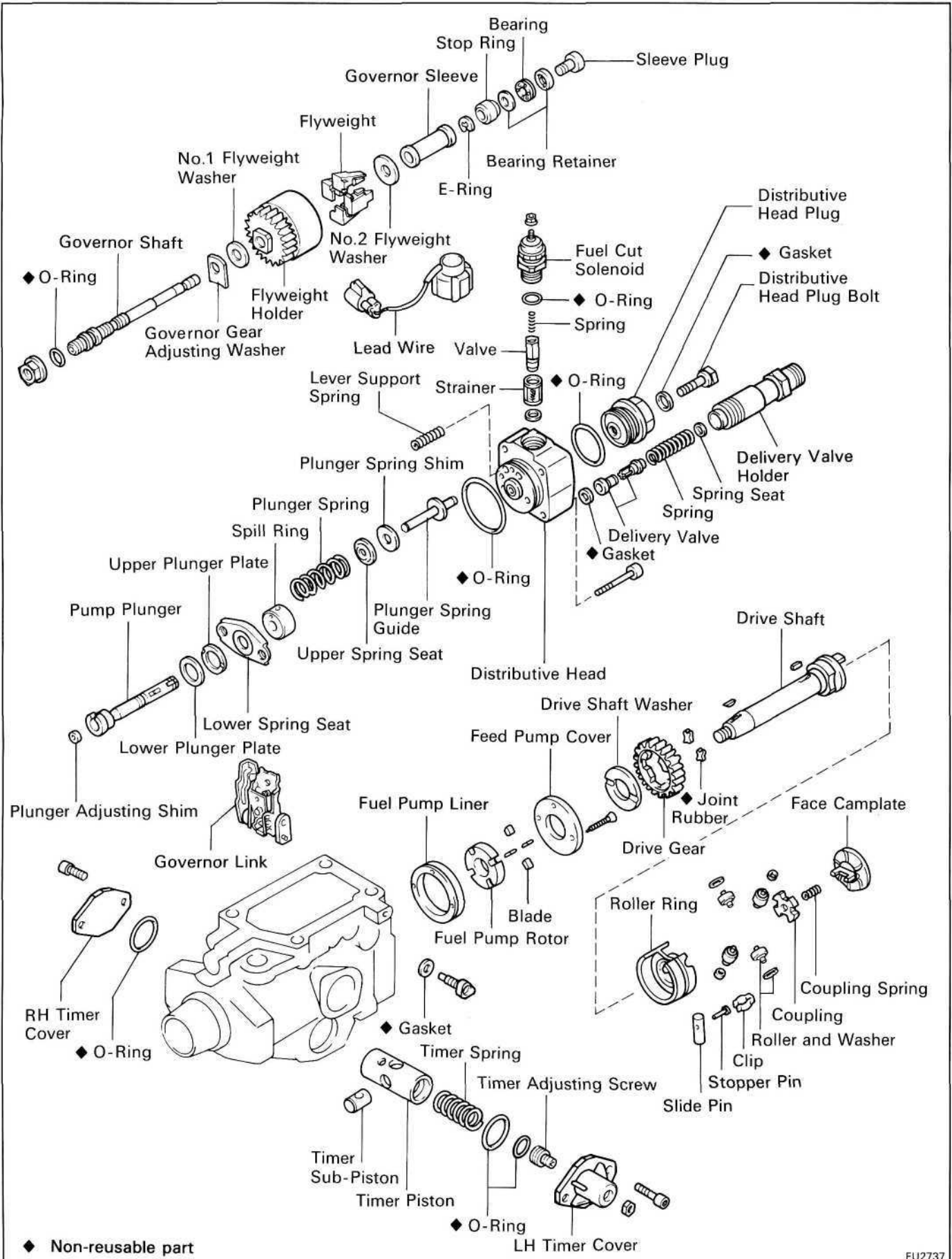
COMPONENTS (Cont'd)

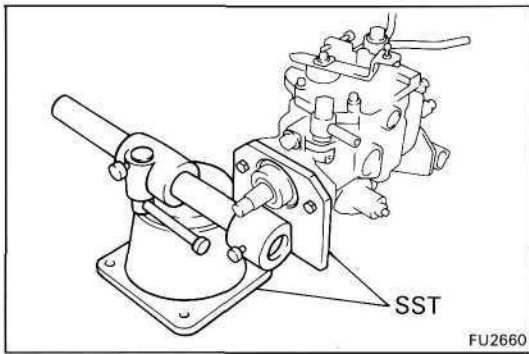


kg-cm (ft-lb, N·m) : Specified torque

◆ Non-reusable part

COMPONENTS (Cont'd)





DISASSEMBLY OF INJECTION PUMP

(See pages FU-30, 31 and 32)

1. MOUNT PUMP ASSEMBLY TO SST (STAND)

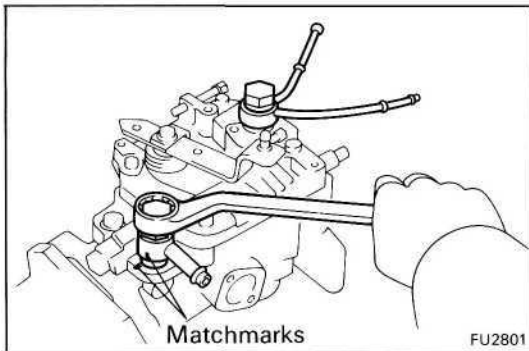
SST 09241 -76022 and 09245-54010

2. REMOVE SET KEY OF DRIVE PULLEY FROM DRIVE SHAFT

3. (w/ A/C) REMOVE IDLE-UP ACTUATOR

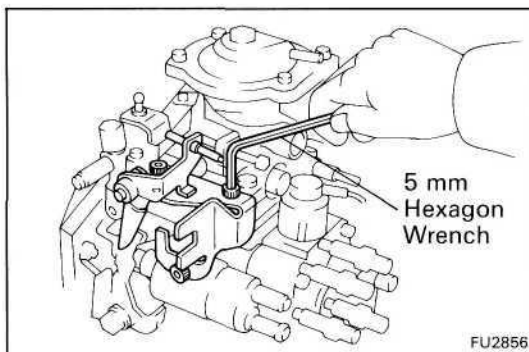
4. REMOVE TWO FUEL PIPES

Place the matchmarks on the fuel inlet pipe and governor cover.



5. (w/ ACSD) REMOVE IDLE-UP LEVER

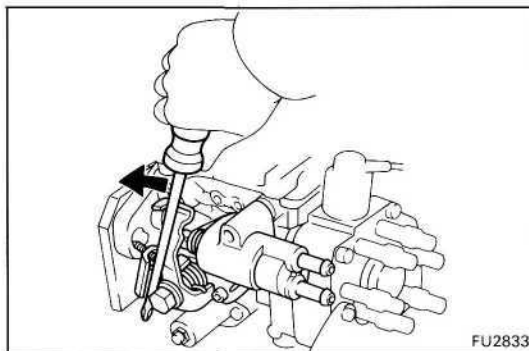
Using a 5 mm hexagon wrench, remove the three bolts and idle-up lever.



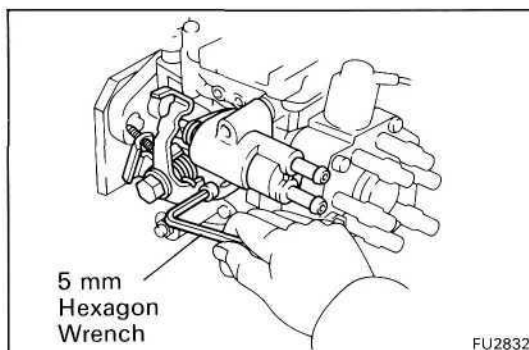
6. (w/ ACSD) REMOVE THERMO WAX

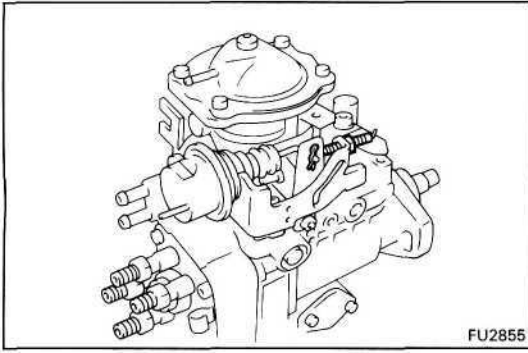
(a) Using a screwdriver, turn the cold starting lever counterclockwise approx. 20°.

(b) Put a metal plate (thickness of 3.5-7.5 mm) (0.138-0.295 in.) between the cold starting lever and thermo wax plunger.



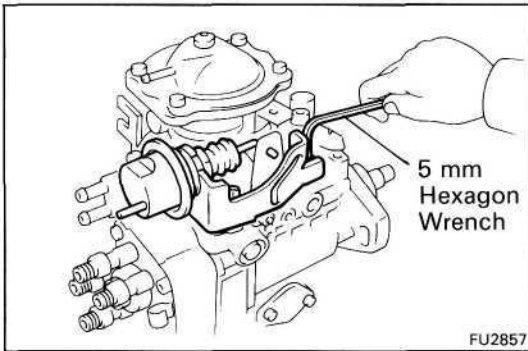
(c) Using a 5 mm hexagon wrench, remove the two bolts, thermo wax and O-ring.



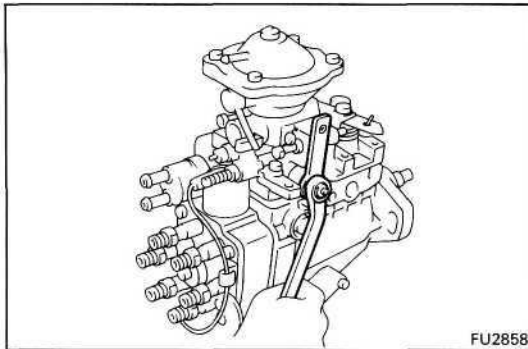


**7. (w/ PCS)
REMOVE PCS ACTUATOR**

- (a) Remove the PCS adjusting screw.
- (b) Remove the clip.

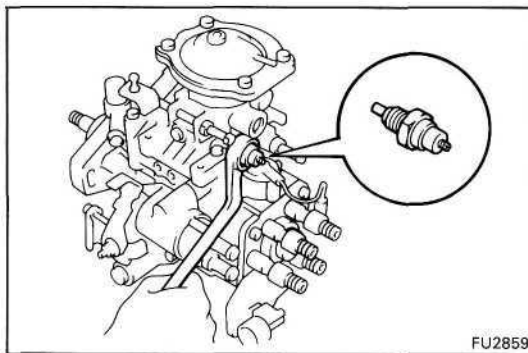


- (c) Using a 5 mm hexagon wrench, remove the two bolts and PCS actuator assembly.



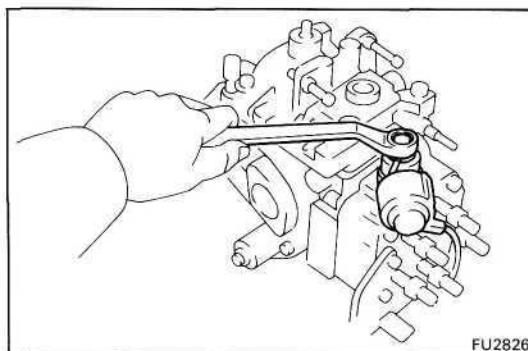
**8. (w/ PCS)
REMOVE NO.1 PCS LEVER**

Remove the nut and No.1 PCS lever.



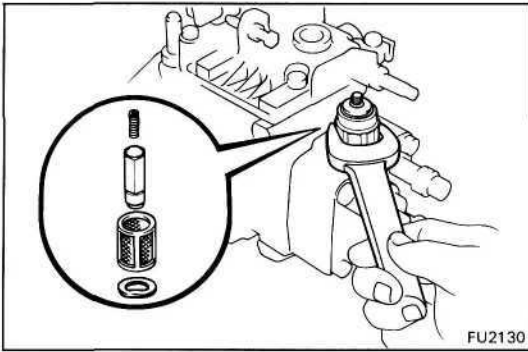
**9. (w/ Dash Pot)
REMOVE DASH POT**

Remove the dash pot and gasket.

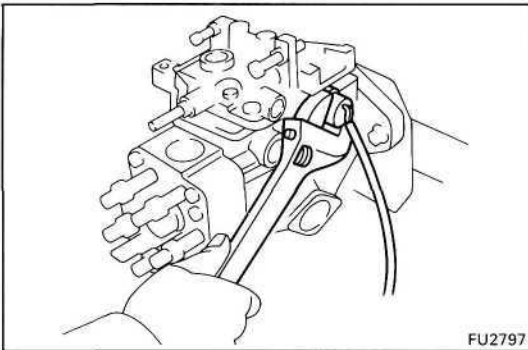


10. REMOVE FUEL CUT SOLENOID

- (a) Disconnect the lead wire connector from the bracket.
- (b) Disconnect the dust cover from the fuel cut solenoid.
- (c) Remove the nut, lead wire and dust cover.

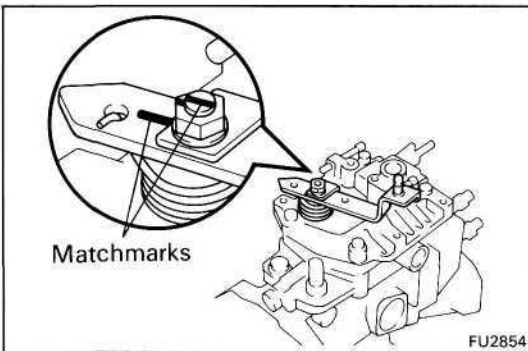


- (d) Remove the fuel cut solenoid, O-ring, spring, valve, strainer and wave washer.



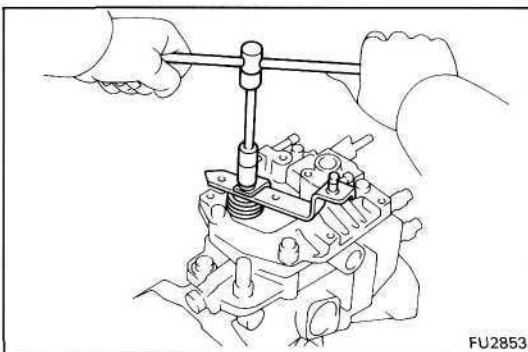
**11. (w/TACHOMETER)
REMOVE PICKUP SENSOR**

Remove the pickup sensor and O-ring.

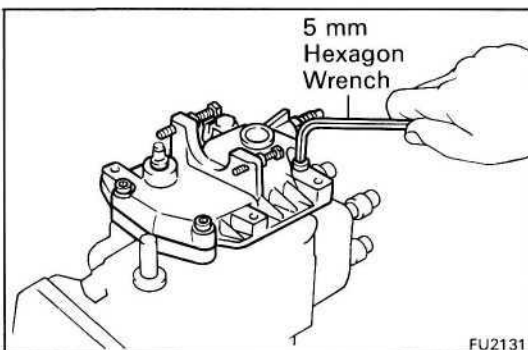


12. REMOVE ADJUSTING LEVER

- (a) Place the matchmarks on adjusting lever and shaft.



- (b) Remove the nut, return spring guide, adjusting lever and return spring.



13. REMOVE GOVERNOR COVER

- (a) (w/HAC and 1HD-T)
Remove the idle speed adjusting screw.
- (b) Using a 5 mm hexagon wrench, remove the four bolts.